

GAWG ES Exercise/Training Operations Plan (Brief)

See directions beginning on Page 5.

Date – **Unit –**

1. General

Type of training–

Location –

Project Officer –

Address:

Home Phone:

Work Phone:

Pager or other phone:

E-mail:

Incident Commander (If Required) -

Host unit –

Start and end time –

Exercise description – Please give a brief description of your exercise and its goals

2. Exercise/Training

Primary training objective –

Secondary training objective –

Instructional material to be used / training syllabus –

Prerequisites –

GAWG TTT Qualified Instructors –

3. Safety

ES Qualified Safety Officer –

Major safety concerns –

Air –

Ground –

Command Post/Base –

Other safety concerns –

Local medical support -

Closest medical treatment facility

Method of activating local EMS

(Attach ICS Form 206, Medical Plan)

Method of updating weather –

4. Operations

Flight operations

Expected number of aircraft –

Areas where air operations will be conducted –

Method of tracking flight operations –

Types of missions to be assigned –

Any potential conflicts –

Alternate airfield(s) –

Ground operations

Expected number of vehicles –

Area where ground operations will be conducted –

Area where bivouac will be located (overnight events) –

Method of tracking ground operations –

Types of missions to be assigned –

Any potential conflicts –

5. Communications

Mission Base (Command Post) Phone numbers:

Primary –

Alternate –

Mission Base (Command Post) Radio communications:

Primary HF SSB –

Primary VHF FM –

Secondary VHF FM –

Primary VHF AM –

Others –

Required communications –

Practice ELT –

6. Finance

When planning for aircraft flight time, be sure to include any required ferry time to and from.

Anticipated aircraft –

| N #: | Type: | Expected Flight Time | Corporate or Private | Hourly Rate | Total Cost |
|------|-------|----------------------|----------------------|-------------|------------|
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| | | | | Grand Total | |

Commercial communications expense – \$

Vehicle fuel and oil – \$

Total funding amount requested – \$

Funds expended must be monitored during the exercise.

Directions for completing the GAWG ES Exercise/Training Operations Plan (Brief)

*First a note about semantics. An **Exercise** is a simulated mission or ES training event that has a Command Post Staff, puts people in the field, and/or aircraft in the air, under realistic conditions. An OPLAN is required for all Exercises and/or FTX's. A **Training Activity** is generally classroom based and may or may not involve specific training evolutions outside. Both may be funded or non-funded events. Examples of a training activity include a General ES class, an electronic search course, land navigation course, communications course, or aircrew GPS orientation course. A Training Activity does not normally require a Command Post Staff as does an Exercise, but a Project Officer and Instructor/Staff is required. A GAWG Form 6-02 (Request for SAR Training Activity/Exercise Mission Number) is required for all events. An OPLAN package is required for all Exercises and large Training Activities.*

This brief operations/training plan is designed for small exercises or large training activities that will not require more than \$500 (maximum 2 aircraft and/or 35 people) in funding. These SAR exercises are typical of the training performed by one or two units with specialized training requirements. Larger exercises, such as the typical Group or Wing SAREX / FTX will require more extensive planning and a more detailed operations plan. Contact GAWG/DOS to assist in planning these events.

Section 1 – General

Project Officer – A Project Officer is REQUIRED for every request. This is needed for communications about any changes that may be required. The Project Officer *SHOULD NOT* also be the IC. A qualified IC is not always needed for every training event. Please contact the GAWG/DOS for additional information.

Type of training – funded/non-funded - Air: electronic search techniques, visual search techniques, aerial imaging, precision navigation, etc. Ground: electronic search techniques, land navigation training, an overnight FTX, etc. These can be classroom and /or field training. ICS will be used for ALL GAWG ES training and exercises.

Start and end time – use local time.

Exercise description – a brief description of the training to take place and how it will be accomplished.

Section 2 – Training

Primary training objective – what training do want to accomplish above all else

Secondary training objective – what other training do you wish to accomplish if time and resources are available.

Instructional material to be used / training syllabus – what will you be teaching from, what materials will you be using

Prerequisites – do the people who are training need to have completed any other training before participating in this training exercise?

GAWG TTT Qualified Instructors – who will the instructors be for this training.

Section 3 – Safety

Safety is an over-riding consideration in any exercise or actual mission. Since this is a training situation, extra caution must be exercised with those who are learning new skills.

Safety Officer – an ES qualified safety officer **MUST** be named!

Major safety concerns – review the training exercise for any possible safety concern (there should always be some concerns) and how you will address these areas. Possible concerns might be heavy air traffic, towers, heat, cold, adverse weather patterns, road conditions, temporary antenna installations at the mission base, etc.

Local medical support – Identify the closest medical treatment facility that will be open during the training event. This may be a hospital with an emergency department or a walk-in medical clinic. Also identify the means of activating the local EMS system (phone number). *Use of the ICS Form 206 Medical Plan is encouraged.*

Method of updating weather – how will you receive periodic weather updates and how will these be posted for the exercise participants to utilize. Both general and aviation weather information need to be utilized

Section 4 – Operations

AIR

Expected number of aircraft – type and kind are not necessary; these will be noted in the finance section.

Areas where air operations will be conducted – consideration needs to be given to providing separation of the participating aircraft. This can be designated by grid assignment, lat/long, or a physical description. Also keep aware of high-density air traffic areas, MOA and routes.

Method of tracking flight operations – how will these flights be tracked, white board, computer, etc.

Type of missions – what type of training missions will be assigned. Will these be visual searches (grid, expanding square, route), electronic searches, high-bird relay, photographic missions, etc?

Potential conflicts – look hard and often for conflicts. These will not cancel your exercise but will allow you to plan on mitigating these conflicts so they won't be a concern when the actual training event takes place. These may be weather patterns (afternoon thunderstorms), light conditions (it gets dark earlier in the winter), a local fly-in, fireworks display and so on. Look at all of the angles.

Alternate airfield – identify the alternate airfields for use by aircraft that can't land at the primary airfield. Pilots still have full discretion as to their divert airports, but having some options nearby will be helpful.

GROUND

Number of vehicles – an estimate of the number of vehicles that will be signed into the mission. Reimbursement can't be made for vehicles that are not signed into the mission

Ground operations area – where will the ground operations be conducted. If private land will be used, has the appropriate coordination taken place to secure permission to use the land? Has coordination taken place to use public lands (often necessary due to the number of people we will have and our uniforms). Where will the bivouac area be located if needed? Have arrangements been made for personal hygiene (toilets/washroom)?

Method of tracking ground operations – how will ground operations be tracked? Computer, cell phones, CAP radio, white boards are possible means of tracking.

Type of missions – will these be missions/sorties that are coordinated with our aircraft, damage assessment missions, electronic search, radio relay, etc.

Potential conflicts – again, look for potential conflicts and identify how you will deal with these. Is it hunting season, will road construction interfere with ground travel or will communications be spotty.

Section 5 – Communications

Phone numbers – how can people involved with the mission get in contact with you. This can be a regular phone at the mission base, cell phone, etc. Always have a backup number available even if it is a pager that will be at the base.

Radio communications – what radio frequencies and call signs will be in use at the mission base and at other areas? Publish these for all to know. The 'others' section is for the radio frequencies that other agencies may be using that we will be working with.

Required communications – what radio calls are required? Departure, every thirty minutes, on passing a certain distance from the mission base, etc. Utilize these checks to be sure that communications are maintained and to provide periodic checks of each unit's status. Note any procedures to be used by both field and base units if any of these radio calls are not made.

Practice ELT – The FAA must be notified in advance, and must know how to contact you should a problem or conflict arise. This can be done by e-mail or FAX.

Section 6 – Finance

Expected flight time – for each aircraft plan the time needed to fly to and from the mission base, and approximately how much time the aircraft will be flown on mission sorties. Note if the aircraft is private or corporate. If you don't know the aircraft reimbursement rates, wing staff can complete that information.

Commercial communications expense – this includes long-distance phone calls, cell phone calls, etc.

Vehicle fuel and oil - only vehicles that are signed into the mission are eligible for reimbursement. Individual members must keep up with maintaining mileage logs and receipts. Take into account the fluctuating fuel prices that are present.

Total funding – other than the three listed items (aircraft, commercial comm. expenses and vehicle fuel and oil), not other items are eligible for reimbursement. There are no miscellaneous expenses allowed. Funds must be tracked during the exercise to keep the budget intact.